MOTOR RACING
and
ECONOMY CAR NEWS

5th Year – No. 8 Culver City, Calif. Feb. 19-26, 1960

*(Published bi-weekly except last issue of calendar year)* 25c

HEY, LOOK—Leaving turn 4 in Willow Springs (Calif.) race for compacts, Ted Block's Renault Dauphine loses its left rear wheel (arrow). The wheel rolled and bounced downhill behind his car as he rode it without incident into turn 6 before stopping. Remarkable photo was taken by ace photographer Bill Norcross.

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ON TOP AGAIN—The second So. Calif. sports car races of 1960 again saw popular Bob Drake triumph in the 2.8 birdcage Maserati. Here he's powering to win in CSCC big-bore feature at Willow Springs. The former deep sea diver averaged 87 mph for the 50-mile race. The closeup was taken by MOTORACING writer-photographer Henry N. Manney III.

# Seek Ban Of Ferrari!

## Follow the Natl. Rules - - - SCCA

Special to MOTORACING

LOUISVILLE, Ky., Feb. 14—The Sports Car Club of America, at its annual national meeting here, took a firm stand in letting it be known it intends to be boss over its far-flung circuit of regions.

This was interpreted by observers as a sharp answer to the San

(Continued on Page 7)

By RAMON SIXTA
Special to MOTORACING

CORDOBA, Argentina, Feb. 14—A terrific storm of protest broke out here today when Ferrari withdrew from the third and final weekend of racing that comprises what Argentinians call "la temporada."

Today's event was the 217km (134. 8 mi.) City of Buenos Aires Grand Prix-formula libre event that followed a sports car race won by Phil Hill and Cliff Allison in a Ferrari two weeks ago, and a formula 1 race won last week by Bruce McLaren in a Cooper-Climax.

There was a tempest when Fer-

(Continued on Page 4)

## Vignettes

By Gus V. Vignolle

- NEED A LAUGH?
- REST FOR M'QUEEN
- MEXICO RAGE

*"I prefer disagreeable people. It saves me the trouble of liking them." — MARK TWAIN.*

By a strange coincidence, just about the time that Jack Paar was walking out on NBC for the censoring of his now-famous W. C. joke, **Floyd Clymer** and **Ed Elliott** were publishing the controversial story in their NATL. PIT PASS.

Since Paar was hacked off the air and you're wondering what the yoke was all about, we are stealing it from NPP, which is proof

(Continued on Page 3)

# 2nd in Row For Drake

By GERI FLEMING
MOTORACING Staff Writer

WILLOW SPRINGS, Calif., Feb. 14 — Bob Drake and the "birdcage" 2.8 Maserati again proved a winning combination as he won today's modified over-1100cc main event — a full minute and six seconds ahead of second-place Ken Miles, driving a Porsche RS.

There were some 5000 paying fans at the CSCC races.

Drake won the LA SCCA season opener at Palm Springs last month.

Bill Krause was favored to repeat his Saturday win, but tire trouble plagued his powerful Mer-

(Continued on Page 6)

## Throng at Motoracing Awards

(Full Page of Photos—Page 5)

Before an SRO crowd — the biggest in the three-year history of the Grand Prix Restaurant — MOTORACING presented its annual sports car racing and rallying awards for the 1959 season last week.

Racing awards were based on standings maintained by Eric Hauser.

MOTORACING's Driver of the Year was Dick Morgensen, of Phoenix, who racked up an impressive record with a 3-liter Ferrari. Outstanding Performance winner was Dan Gurney, of Riverside, who was a smash hit last year in his first season as a Ferrari factory driver (he is now with BRM).

Sportsmanship Award went to Porsche driver Sunnie Baker, while Art Snyder captured the Most Popular Driver Trophy. Betty Shutes, Porsche Spyder, was adjudged Best Woman Driver of the Year.

Master of ceremonies at the big MOTORACING Awards party was W. R. C. Shedenhelm.

## AFRICA RALLY ANYBODY?

**In town last week to drum up interest for the eighth annual East African Safari, a 3200-mile rally from Nairobi around Kenya, Elgon and Kilimanjaro, was Diana Howard-Williams. She showed terrific films of last year's event at the Grand Prix Restaurant. This year's event is set for April 15-18. There will be about $6000 in cash prizes.**

**Further info: Royal East African Auto Assn., PO Box 87, Nairobi, Kenya Colony.**

RALLY KINGPINS—Mel and Juanita (Neen) De Loof of Manhattan Beach, Calif., proudly display trophies presented to them last week at National SCCA annual meeting at Louisville, Ky. They were 1959 National rally champions. She won driver's award, and he tied with Thomas R. Lusk, Arlington, Va., for navigator's title. The De Loofs, who drove a Jaguar, succeeded Joe and Celia Bechtel, former Manhattan Beach residents, as champion.
(Photo by Dave Gulick)

# IN THE NEWS

HAVANA, Cuba — Despite the unrest and anti-US feeling here, they are going through with Havana Speed Week, Feb. 21-28. Latest GP entrant is Gino Munaron, Italy, 3rd in the recent Buenos Aires GP. He drives a 2-liter Maser.

Ferrari driver Phil Hill will be a heavy choice in the Sebring 12-hr. March 26. He won before with the late Peter Collins, and with Olivier Gendebien, Dan Gurney and Chuck Daigh . . .

Re-check of Argentine GP results moves Hill from 10th to 8th, and Masten Gregory, Porsche, was placed 12th. Bruce McLaren, Coop-

(Continued on Page 7)

# EDITORIAL

## Sports Cars and Insurance

They've had open season on the rigged TV quiz shows, disc jockeys (for payola) and now drug manufacturers.

What they ought to do is have a perpetual open season on insurance companies.

Insurance companies in action constitute the greatest form of rigging ever devised!

If the deal isn't in their favor, they want no part of it. They are wholly and categorically disinterested in 50-50 deals — deals in which you, the insured, have a chance.

What have been your experiences in TRYING to collect from insurance companies? Life insurance, of course, is different, because when you croak, it's a pretty cut-and-dried deal that the insurance companies can't counteract.

The reason for this outburst is that half of the insurance companies today — and the figure is growing daily — now refuse to insure sports cars.

**They Dote on Cash Register Ring**

This has nothing to do with insurance agents and brokers. We are talking about the underwriters, the vast, many-tenacled insurance companies who own the banks, nearly all of Wilshire Blvd., and who hate to shell out, but experience paroxysms of sheer joy ringing the cash register . . . just miss your premiums.

Lew Bracker, a former top sports car race driver and the most prominent man in insurance (as agent) in this set, has some interesting observations regarding the increasing refusal of the underwriters to cover sports cars.

Lew never has minced any words and he does not mind being quoted in MOTORACING. He believes this stand against sports cars is "bigoted and ridiculous." "Why in the world," he asks, "do they go on the assumption that it is the type of car that makes you a bad risk?" A car cannot run on automatic pilot, he adds.

It is logical to assume that the bigger the car (the Detroit elephants . . . before the stubborn dingbats got wise to the compacts), the more area to bang up. It is just as logical — insurance companies never have operated on the principle of logic — that sports cars, being small for the most part, offer a smaller target.

**Sports Cars Are Not Hot-Rods**

The sports car is no longer a symbol of hot-rodding. Thousands upon thousands of professional men drive sports cars. The sports car is a second car.

But it is an old problem in insurance that the underwriters, declining risks, have no conception of the changing times.

Bracker, listing many, many doctors and lawyers among his clients, finds that they enjoy their imports as a perfect second car. "It gives him something interesting to do besides his work," says Bracker.

Any simple clown will tell you that coverage should be based on the person's driving record, not the type of car he drives. And if the record is bad, pay the penality.

But the brainy underwriters make no distinction between, say, a Jaguar roadster and a chopped Model-A hot-rod.

Bracker notes that a survey has shown more people are turning to sports cars, and of those who have a new car in mind, 75 percent are thinking in terms of a sportster.

In his own business, Bracker notes one out of 10 a sports car customer. He handles the largest percentage of sports car owners per auto policy issued. He assumes 30 percent of his business is in autos, and of this, 80 percent own a sports car.

MOTORACING also contacted a leading insurance company group executive who requested his name and company not be mentioned. O. K., sir!

**Sports Cars? Not Interested!**

He said: "We prefer not to write sports car insurance. We are not a market for the out-and-out sports car, but we do draw a distinction between the sports car and the imported car."

What he meant was that many companies (believed to be at least 50 percent) will cover compacts, imported sedans, economy cars, or whatever you wish to call them, providing the driver's record is O. K. — but NOT sports cars.

He said the philosophy of these companies is derived from the driver rather than the car, but the traits of the car govern the driver.

He added the very nature of a sports car — its size, maneuverability and speed — tends to make the guy behind the wheel exceed speed limits and concede (in his mind) he is actually a race driver.

"It is our philosphy," this gentleman ventured, "that not just everybody wants an out-and-out sports car like, say, an Austin-Healey. And the tendency makes them greater risks than drivers of Detroit cars.

"Sports car fanatics will go in hock to own and maintain a sports car, and this compulsion to drive them, plus other traits, tend to make them risks as drivers."

Police, in two years of LA freeway patrol, report: "Drivers of foreign and sports cars respect the horsepower under the hood and are careful to observe the speed limit."

The insurance company executive declared Bracker's findings not representing a cross-section of the United States.

The insurance company group has found the enthusiasts having no concept of responsibility, and in the 21-31 age bracket they were labeled "a problem."

**"Worse Than Detroit Car Drivers"**

Plus: "Our experience in dollars and cents is that sports car owners are considered much worse than drivers of Detroit cars. We take some sports cars, but we do not like them. We take them under pressure and under duress.

"Claims run much higher for sports cars. We pay $50 out of $100 in premiums, plus other expenses and charges that must be figured in."

The Ford Thunderbird is not regarded as a sports car and does not present a problem. It is a "prestige and status symbol." The companies cover it.

But they will not cover the Corvette. Another insurance man declared: "All Corvette drivers consider themselves race drivers. They are no good. Also, Corvettes have too much fiberglass, and this costs a lot of money to repair. Furthermore, sports car owners are too finicky and always take their cars to imported car garages, which charge much more than garages that fix Detroit cars."

One insurance company group, on a nationwide basis during 1956-57-58, had $321,171 in losses for sports cars (including Corvettes) as compared to $224,057 in premiums.

The official from this group said they paid out $160-65 for every $100 taken in. This figured as a 100 percent loss, since 143 percent was paid out. That 43 percent involves "the expense of handling."

**Blow 'em Off — Go to Other Company**

What is to be done? Where can the sports car owner turn?

If you have a Detroit elephant and a sports car, CANCEL ALL OF YOUR POLICIES with the company that refuses to handle your sportster. Insure your Detroit car with the company that will cover your sports car. It is always more economical to have two cars insured by the same company, anyway.

It would be sheer idiocy to keep your Detroit elephant with the company that refuses to insure your sports car.

Said still another insurance exec, who also did not wish to be quoted: "We realize we'll lose many Detroit cars, but in the overall picture we'll still be saving money. Sports car people have a bad record. They are impossible!"

MOTORACING has presented both sides.

In conclusion, we believe it's the person behind the wheel who will show a profit or loss on insurance premiums for the year, and our heartiest and sincerest recommendation is that you yank ALL OF YOUR INSURANCE from the company that will not cover your sports car, and give ALL OF YOUR BUSINESS TO THE COMPANY THAT WILL. —GVV.

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# Pacific Coast Point Standings

BY ERIC HAUSER

A brief recap of the revised rules for scoring follows:

1. A driver receives one point for each car he defeats in his own class or in a faster class.
2. No points are awarded for defeating a car which fails to finish.
3. When there are more than 10 cars in a class, only the top 50 per cent will receive points.
4. In events which might be classified as "consolation races," scoring will be done on an arbitrary basis.
5. Women's races will be scored on an overall basis without regard to category, but results will be split into two groups.
6. No class distinction will be recognized in main events. Points are awarded on an overall basis only.
7. Points earned in professional races will be doubled. This also applies to production car drivers who race in amateur events preceeding professional races.

After two races — Palm Springs (LA SCCA) and Willow Springs (CSCC):

**MODIFIED OVER 2000CC**

1. Bob Drake, Maserati 2.8 .....47
2. Jim Connor, Lister-Chev. .....29
3. Bill Krause, Mercedes-Chev. .....23
4. Hap Sharp, Maserati-Monza .....21
5. Jack Breskovich, Cad-Kurtis .....17
5. Jack Nethercutt, Ferrari 3.0 .....17
5. Mike Roetner, Ferrari Monza .....17

**CLASS E MODIFIED**

1. Dick Hogue, Porsche RSK .....16
2. Ken Miles, Porsche RS .....15
3. Chuck Cornett, Ferrari 2.0 .....12
4. John Timanus, Lotus-MG ..... 8

**CLASS F MODIFIED**

1. D. D. Michelmore, Porsche RS .....18
2. Jay Chamberlain, Lotus .....10
3. Sam Taylor, Lotus-MG ..... 7
4. Dick Hughes, Porsche ..... 5
4. Elgin Holmes, Alfa Conrero ..... 5

**CLASS G MODIFIED**

1. Art Snyder, Lotus .....25
2. Frank Monise, Lotus .....21
3. Kurt Neumann, Lotus .....20
4. Randy Cowherd, Lotus .....14
5. Jim Pigott, Lotus .....13

**CLASS H MODIFIED**

1. Chuck Gounis, Fiat-Crosley .....24
2. Harry Jones, Lotus-Crosley .....18
3. George Peterson, Fageol Spl. .....15
4. Dale Tholen, Crosley .....12
5. Bill Molle, Fairchild .....10
5. W. Manzke Crosley-Fiat .....10
5. D. Brubl, Panhard .....10

**CLASS B PRODUCTION**

1. Bob Bondurant, Corvette .....11
2. Tony Settember, Corvette ..... 8
3. Vince Mayell, Corvette ..... 6
3. Bill Sturgis, Ferrari ..... 6
4. Buford Lane, Corvette ..... 3
4. Dave McDonald, Corvette ..... 3

**CLASS C PRODUCTION**

1. Hap Richardson, Jaguar .....13
2. Gary Yonemoto, 300 SL .....11
2. Dave Troeffer, 300 SL .....11

**CLASS D PRODUCTION**

1. Lew Spencer, AC Bristol .....29
2. Jay Hills, Porsche .....22
3. Bob Young, AC Bristol .....12
4. Bill Rogers, Porsche .....10
5. Jim Parkinson, A-H 3000 ..... 8
5. Ron Leonard, AC Bristol ..... 8

**CLASS E PRODUCTION**

1. Ron Cole, TR-3 .....33
2. Ken Hayes, Morgan .....18
3. Scooter Patrick, Porsche .....17
3. Dan Stephens, A-Healey .....17
4. Roger Slowi, Morgan .....14
5. Dan Parkinson, MGA-DOHC .....13

**CLASS F PRODUCTION**

1. Ed Barker, Porsche .....65
2. Gary Beitel, Porsche .....39
3. Walt Davis, Porsche .....34
4. Jay Chamberlain, Lotus-Elite .....32
4. Hank Montonen, Porsche .....32
5. Chuck Kessinger, Alfa Romeo .....30

**CLASS G PRODUCTION**

1. Jim Fouch, Alfa Romeo .....14
2. Bruce Augustus, Alfa Romeo ..... 9
3. John English, Alfa Romeo ..... 8

**CLASS H PRODUCTION**

1. Bill Young, A-H Sprite .....37
2. Paul Cunningham, A-H Sprite .....27
3. Jim Thompson, A-H Sprite .....25
4. Ted Block, Renault .....21
5. Frank Murphy, A-H Sprite .....15
5. Bob Goodloe, A-H Sprite .....15

**CLASS I PRODUCTION**

1. Hud Stephenson, Fiat-Abarth .....37
2. Don McCune, Fiat-Abarth .....24
3. Willie West, Fiat-Abarth .....15
4. Dan Parkinson, Fiat-Abarth ..... 7
5. Frank Aldhous, Fiat-Abarth ..... 5

**WOMEN OVER 1600cc**

1. Gail Liebaert, Ferrari .....16
2. Barbara Windhorst, AC Bristol .....12
2. Louise Wilson, AC Bristol .....12
3. Ginny Sims, Corvette .....11
4. Joan Galloway, Lotus .....10

**WOMEN UNDER 1600cc**

1. Betty Shutes, Porsche .....15
2. Barbara Nieland, MGA .....14
3. Paula Murphy, MG-TD .....10
3. Shirley Reitz, Fiat-Abarth .....10
4. Sunnie Baker, Porsche ..... 9

# LETTERS to the EDITOR

**FLAK FOR SEBRING**

After reading your recent Sebring editorial, I have come to the conclusion that your ulcers must have really been bothering you that day. . .

If you have some gripes, how about telling me what they are. Be specific.

You talk about high prices, but only in generalities. Isn't that a situation that prevails wherever there is a major event, such as the Rose Bowl, Kentucky Derby, Indianapolis, Daytona Beach speed weeks?. . .

**DON O'REILLY**
**Sebring, Fla.**

EDITOR'S NOTE—Mr. O'Reilly is the press agent for the Sebring races and/or the race director, Alec Ulmann.

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**DENVER ON BALL**

In your issue under "Letters to the Editor," I especially noted the letters written by Gordon Martin of San Francisco and Jim Bell of Los Angeles. I certainly wish to thank these gentlemen for implying that our Continental Divide Raceways near Denver is possibly a better location than Sebring for staging US international events.

I agree with them. We do have the assets to properly produce and present these or similar events. And, we have the desire.

My associate Sid Langsam has the finance available to insure the proper backing. I have had 22 years experience at promoting hundreds of auto races.

We feel we have the finest competitor's track in the nation. It is a real road course with maximum safety designed into it. Should its 2.8 mile length require lengthening, we have hundreds of acres of land available.

Other than Daytona, we have the finest spectator view with room for 25,000 fans to watch 95% of the course from their elevated position along Academy Straight. Other thousands can watch turn action around the course from safe positions behind 18,000 feet of chain and link fence.

CDR is geographically located about midway between Chicago and Los Angeles, which certainly is a fine meeting ground for East and West talent and equipment.

We have nearly two million people in our immediate area. CDR is in the heart of the Rockies with beautiful scenery and Pikes Peak for a back drop. There is no finer vacationland.

We are about midway between Denver and Colorado Springs on the state's heaviest traveled road, which is of the freeway type. Every one in the area knows where CDR is and that it's easy to get to and from.

We can handle the visitors. The area has hundreds of hotels and motels of the highest quality, but not the highest prices. All we need is a Hilton and we will have its 900 plus rooms by April.

Colorado features fun. We have horse and dog racing, excellent bars and restaurants, etc. The track is located only some 20 miles from the famed Air Academy.

As a transplanted Californian, I especially enjoy the clean, invigorating air.

In answer to Mr. Martin's question about the climate in spring and fall, we only have about 15 inches of moisture per year. There are few places where the sun shines more. However, the spring season is the wet one, the same as most other places. As we are willing to gamble the substantial "nut" of this type racing, the weather can hardly be a major problem.

With racing my only occupation all my life, I could ill afford to recommend a wrong place. Mr. Langsam and myself are eager to prove that we can establish an American Le Mans and a true US Grand Prix.

**CONTINENTAL DIVIDE RACEWAYS**
**RAY LAVELY**
**GENERAL MANAGER**
**Denver 4, Colo.**

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**FORMULA JR. INTEREST**

It has been my desire for some time to form a group for the purpose of designing and producing a formula racing car. . .

Due to the increasing interest in formula racing and the overwhelming acceptance of the Formula Junior, the possibility of racing at a moderate cost compared to racing modified sports cars is now becoming increasingly evident. It seems plausible that it will be less expensive than production sports car racing as currently practiced in the United States, especially in the western portion of the country.

I feel instinctively that numerous owners and drivers will prefer participating in the Formula Junior race cars rather than production sports types actually never intended for serious competition. . .

Any number of sports car constructors' advertisements imply that their "superlative" production machines may be raced and even expected to win the very day of purchase. Actually nothing could be farther from the truth as it is common knowledge among the racing fraternity that such an optimistic venture will surely render poor results. Anyone remotely connected with production sports car racing will caution you of its impending costs, for it isn't as inexpensive as generally conceived. These heavier machines will gobble tires (one of the most expensive factors in racing) like so much beef steak going through a meat grinder. Some die-hard enthusiast will ardently insist that production cars are less expensive to race due to their use intermittently as transportation. Upon investigation it has been established that due to increasingly intensive competition during the past three years there are virtually no competetive production machines used for purposesother than racing . . .

I have approached a small, well established, local aircraft manufacturer with promising results. The description of the racing car as proposed is of a rear engine arrangement, employing a four cylinder water cooled engine, de Dion type rear and independent unequal wishbone front suspension, tubular space frame, alloy alfin brakes, and aluminum wheels and body. It is required that the US market absorb a minimum of one hundred cars, costing approximately $3,500 each F. O. B. Los Angeles, in order to show enough profit to warrant commencement of this project.

**PAUL A. SUPANCICH**
**Palos Verdes Estates, Calif.**

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**THE LADY IS RIGHT**

I've just read your Feb. 5-12 issue and as always have enjoyed it, particularly your column "Vignettes." However, I greatly question a statement in that article. I am referring to the part about Autosport, where the last sentence says "This is the only real active racing shop in the area."

As I drove home from teaching today, Vasek Polak was still open and to my knowledge he handles quite a bit of the Porsche racing cars, D. D. Michelmore (MOTORACING's most popular driver, '58!), Jack McAfee and Jay Hill for example.

About four blocks farther I stopped at P. A. M. Foreign Car Service, and, yep, my favorite guy and his partners were still in business on their own. Now P. A. M. isn't too active in racing as yet. Dennis McCosh's Sprite raced for P. A. M. at Palm Springs as did Sam McElvy's Porsche, Scooter Patrick, driver.

Soon we hope to make a bigger splash as there is a car on the boards. It will be built by the owners, Hans Adam, Don Mitchell and Scooter Patrick. Don & Hans built the Adam-Mitchell Special for Riviera Imported Cars. It had a '56 Carrera engine and if you check, you'll find this car beat much more expensive and younger factory cars. Now the experts will say this can't be done . . . but it was.

Come down the beach way some time and stop in. You are always welcome.

**ANN M. ADAM**
**Manhattan Beach, Calif**

# • Vignettes

**BY GUS V. VIGNOLLE**

**COOPER MONACO FOR WARD AT SEBRING**

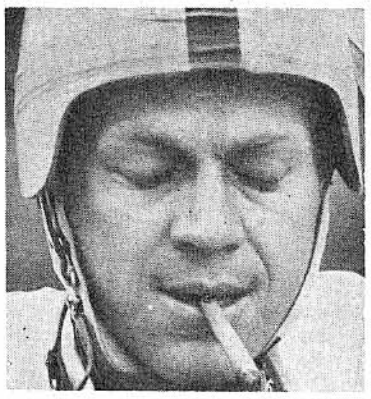
**(Continued from Page 1)**

positive that it wasn't so off-color.

They'll lie, cheat and rig TV quiz shows and then turn prude and blue-pencil the following:

**THE WAYSIDE CHAPEL BACKGROUND:**

An English lady, while visiting in Switzerland was looking for a room, and she asked the schoolmaster if he could recommend any. He took her to see several rooms and when everything was settled the lady returned to her home to make the final preparations to move. When she arrived home the thought suddenly occurred to her that she had not seen a W. C.



STEVE McQUEEN

(water closet - toilet) around the place. So she immediately wrote a note to the schoolmaster asking if there was one around. The schoolmaster was a very poor student of English and did not understand what W. C. meant. He asked the parish priest if he could help him in the matter. Together they tried to discover the meaning of the letters W. C. and the only solution they could find for the letters was a Wayside Chapel. The schoolmaster then wrote to the English lady as follows:

Dear Madam:

I take great pleasure in informing you that the W. C. is situated nine miles from the house in the center of a beautiful grove of pine trees surrounded by lovely grounds.

It is capable of holding 229 people and it is open on Sundays and Thursdays only. As there are a great many people expected during the summer months, I would suggest that you come early, although there is usually plenty of standing room. This is an unfortunate situation, particularly if you are in the habit of going regularly.

You will, no doubt, be glad to hear that a good number bring their own lunch and make a day of it, while others who can afford to go by car arrive just in time. I would especially recommend your Ladyship on Thursday when there is an organ accompaniment. The acoustics are excellent and even the most delicate sounds can be heard everywhere.

It may interest you to know that my daughter was married in the W. C. and it was there that she met her husband. I can remember the rush there was for seats. There were 10 people to a seat usually occupied by one. It was wonderful to see the expressions on their faces.

The newest attraction is a bell donated by a wealthy resident of the district. It rings every time a person enters. A bazaar is to be held to provide plush seats for all, since it is a long felt want.

My wife is rather delicate so she can't attend regularly. It is almost a year since she went last. Naturally, it pains her very much not to be able to go more often.

I shall be delighted to reserve the best seat for you, if you wish, where you will be seen by all. For the children, there is a special time and place so that they will not disturb the others.

Hoping to have been of some service to you, I remain

Sincerely yours,
The Schoolmaster

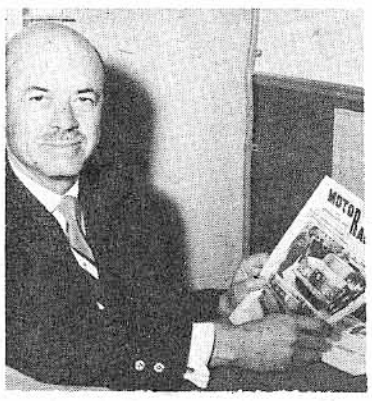
★ ★

**ENTRE-NOUS**—From a solid and reliable eastern source, this corner hears that **Rodger Ward** will not go in the 12-hr. enduro at Sebring March 26 for Camoradi. He has just made arrangements to drive **Charlie Kriesler's** 2-liter Cooper Monaco (the one **John Fitch** drove with a notable lack of success in a USAC go at Lime Rock last summer). The car is now in a very "going" shape, and **George Constantine,** also originally listed as a Camoradi entrant at Sebring, probably will co-drive with Ward.

This is the car Ward is almost certain to drive in the Examiner race April 3 at Riverside (Scoop!)

At this writing, World Champ **Jack Brabham** hasn't got a ride for the 12-hr. He's not too keen on sports cars, leaning strongly to F1 racing.

**BRIEFLY NOTED**—There are few guys who love to race more than **Steve McQueen,** the noted TV Western star who shows plenty of promise as a pilot. But studio and insurance problems have kiboshed him; however, the layoff is only temporary. There is chatter that when he returns to the fold, he will be behind a formula junior under the banner of **Roy Lewis. . . D. D. Michelmore's** election as majordomo of the Cal Club is the



D. D. MICHELMORE

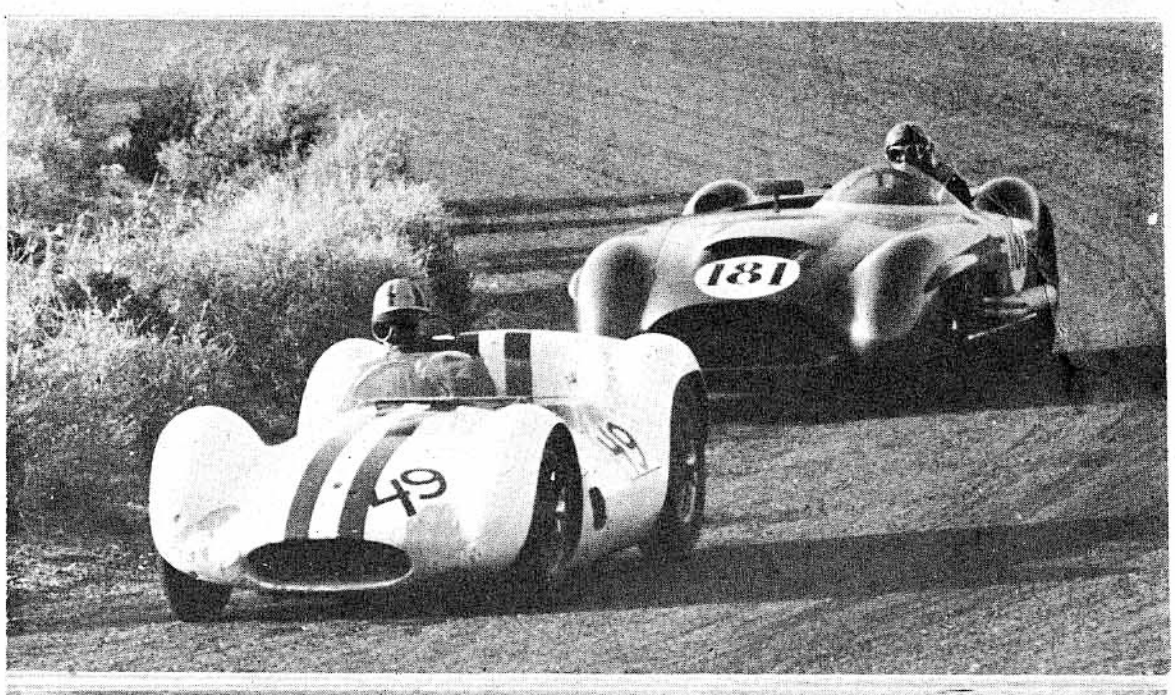
best thing that could have happened to that outfit. The board will pay its own way from here on in, thus ending the era of freeloading at the expense of the general membrship, and it is our bet that members will now know what's going on. . .

SF SCCA, Cal Club and Northwest SCCA all sent this dept. their race dates (definite and tentative). But nothing from LA SCCA, so at the moment I can't tell whether this group or the No. Calif. clan is non-cooperative in scheduling races on the same dates — for instance, Vacaville and Pomona on March 5-6. . .

**MARGINAL NOTES** — They had better slow up on those rough Corvette races before somebody gets it in the ecknay. Some of the peasants were bellowing that **Dave McDonald,** who won the Sunday big production car race at Willow Springs, didn't belong in that field because of his status as a novice. Right or wrong? . . . **Bob Drake** has always been a good driver, and since he's won two straight in the 2.8 birdcage Maser, it is quite obvious, as **Frank (Motor Classics) Alten** points out, that the guy who owns the car has changed his modus operandi . . . meaning that his machinery is now getting more than just a wash job. Drake would have done much better if that Cooper had been in shape. . .

Strictly poppycock is that crack that **Dan Gurney** sought 15 grand as an annual retainer from Ferrari. Some day I'll let you in on some figures which you won't believe. . . Back from Mexico City, **Ray Crawford** reports the paisanos have gone coocooloco over go-kart racing. Will have to go down and investigate. Pack up, **J. Hogue** . . . British sheets refer to the 2.8 birdcage Maser as a "flying bathtub." And a protest is being made to FIA that the windshield is too high on that job. . .

While relaying a message from **Eric Hauser** to **Stirling Moss** at Nassau last December, the Britisher told me he'd get all the details from Eric when he hits this smoggy terrain in April. . . which means he's planning to race in the Examiner whirl at Riverside Raceway. . .



**WILLOW SPRING ACTION—Top photo shows Bob Drake, in 2.8 Maserati, leading Bill Krause, Mercedes-Corvette, in Cal Club headliner at 2.5-mile desert course. Drake won the race. Bottom: Buford Lane booms through turn 6 ahead of David McDonald in big production car race. McDonald was surprise victor in what turned out to be a wild Corvette race. (MOTORACING photos by Henry N. Manney III and Bill Norcross)**

# Michelmore New CSCC President

Porsche driver D. D. Michelmore, who received MOTORACING's award as most popular Pacific Coast driver for 1958, has been elected 1960 president of the Calif. Sports Car Club, succeeding Perry Peron.

He is one of the board of governors' holdover members having another year to serve. "Mich" was elected by the board following election of six members — Ed Barker, Sumner Bennett, Dave Bracken, Ray Frug, Peron and Jack Nethercutt, Sr. With exception of Nethercutt, all were incumbents choosing to run again. He supplanted Frank Monise.

Five unsuccessful candidates on the ballot included Alan Fordney, Rey Martinez, Frank Milne, John Robinson and Otto Zipper. Other holdovers, in addition to Michelmore, are Ed Freutel, Bill Pollack, Arnie Cane, Dick Hayward and Curt Warshawsky.

CSCC awards went to Hayward, driver of the year (180 competition points); Vince Mayell, Corvette, rookie driver of the year, and Bob Drake, the Grand Prix restaurateur, bachelor of the year.—**GERI FLEMING.**

1959 CSCC championship standings:

Class I Production — 1. Jim Parkinson, Fiat Abarth Zagato; 2. Willie West, Fiat Abarth Zagato; 3. Dan Parkinson, Fiat Abarth Zagato.

Class H Production — 1. Paul Cunningham, Austin-Healey Sprite; 2. David Grossman, Austin-Healey Sprite; 3. John Webb,DB.

Class G Production — 1. Dick Hayward, Alfa; 2. Steve Dredge, MG-TC; 3. Jack Rebney, Alfa.

Class F Production 1. Frank Aldous, Alfa Super; 2. Ed Barker, Porsche; 3. Johnny Lumkin MGA:.

Class E Production — 1. R. W. Kastner, TR 3; 2. Ron O'Dell, Porsche; 3. Roger Slowi, Morgan.

Class D Production — 1. Jack Breskovich, Austin Healey 100S; 2. Jimmy Moore, Porsche GT; 3.Bob Windhorst, Austin Healey 100S.

Class C Production — 1. Dean Mears, Mercedes 300SL; 2. Peter Culkin, Mercedes 300SL; 3. Hap Richardson, Jaguar.

Class B Production — 1. Vince Mayell, Corvette; 2. Bob Bondurant, Corvette; 3. Buford Lane, Corvette.

Class H Modified — 1. Dr. Wm. Molle, Panhard; 2. (tie) Harry Jones, Crosley and Chuck Gounis, Crosley

Class G Modified — 1. Art Snyder, Lotus; 2. Frank Monise, Lotus; 3. Jack Reddish, Lotus.

Under 2—Liter Modified — 1. Ken Miles, Porsche; 2. Gordie Glyer, Ferrari; 3. Jack McAfee, Porsche.

Over 2—Liter Modified — 1. Dick Morgensen, Ferrari; 2. Bill Krause, (Several); 3. Ken Miles, Porsche.

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# SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

....WELL NOW SIR, or madam as the case may be-and this is not always any easy distinction within the slightly modified sports car crowd—we finally figured out how to win a trophy at the slaloms and traloms in our G. P. Sprite. Of course, if we ever managed to get the parts we've been waiting for these long months from our Sprite dealer, distributor or factory, it might help just a little.

Old "Never-Say Die Shedenhelm" is not about to be slowed by professional jealousy, however, and figured out a cunning maneuver. We are burdened, as we have mentioned, with the sub-normal ability to do our best times on the first run, apparently learning nothing but clownishness from subsequent runs. As do-it-yourself prefrontal lobotomy kits are difficult to find these days, our logical solution in the last (not really, Gus) column is slightly impractical.

**The Tralom Song**

One odd thing, though. In a slalom you start at point A and drive a devious course to point B, as rapidly as you can, of course. In these we get progressively worse with subsequent runs. But a tralom is different. Here, you take a warmup lap, then do two laps for time. We've only run two of these, but both times we've improved our times with later runs. Hear that, Mister Ferrari?

We don't know why, other than some innate ability as a highly skilled driver, but it's so. In slaloms we end up around 10th, where in the two traloms we've run, we've taken trophies. Oh, come on, now, Mister Farrari, sir, you know why.

Oh, yes, we forgot to mention our cunning scheme for winning. You only enter slaloms and traloms on such days as there are road races elsewhere, thus eliminating all the hot competition.

**Literary Quotes**

We quote once again from the excellent "Territorial Enterprise," published weekly in Virginia City, Nevada ($5 the year), wherein Messrs. Lucius Beebe and Charles Clegg vent their respective spleens about a myriad of subjects. As an example, take a portion of the recent editorial called "We Tamed Detroit."

"Well, the American people seem to have tamed the arrogance of the Detroit automobile manufacturers even if it has failed to correct their taste. The small car, according to the American Marketing Association, that five years ago Detroit was busy brushing off with loud poohs-poohs as either a snobbish eccentricity or a practical impossibility, but anyway nothing that truly patriotic Americans would have around, is here to stay. Forty percent of prospective car buyers at least consider a small car now and the number is increasing daily. It is instructive to look at the record if just to see how Ford, General Motors and the rest of the big producers joined in the big sneer at small cars only a few months back and, just to show who was master of the automotive household, tacked another couple of feet of mechanical garbage on that year's models.

"If public suffrage can tame an industry in the terms of the overwhelming humiliation accorded the motor barons, it is just possible that in a short while it will be possible to buy a medium priced car with no fins, no chromium trim and perhaps even an honest to God old time radiator grille. You can get these simplicities now in more costly foreign cars, Rolls Royces and Bentleys for instance which are selling very well among the upper economic classes, and perhaps even ordinary folk will be allowed to exercise good taste one of these days."

**1960 OFFICERS of Women's Sports Car Club at installation banquet, held at Sportsmen's Lodge, Studio City, are from left: Roberta Reeves, treasurer; Lee Baker, ex-officio; Dee Hildebrand, corresponding scrtary; Irma Payne, president; Kitty Landray, vice president; Jane McKeown, race coordinator; Betty Shutes, press-public relations secretary, and Janet Detrick, recording secretary. Left inset: Barbara Windhorst (r) receives women drivers' award for outstanding sportsmanship, fair play and driving performance from Sunnie Baker, winner of MOTORACING's sportsmanship award for '59. Right inset: Past WSCC prexy Ruth Doushkess and Alan Fordney, recipient of club's Golden Garter award. (Photos by Harald Treichler and Craig Autophotos).**

## FERRARI BEEF

(Continued from Page 1)

rari, soundly walloped last season by Cooper, failed to compete. Officials of the Argentine Automobile Club fired a hot protest, urging FIA to suspend the Italian auto firm for the rest of the year.

**Ferrari Answer**

Ferrari countered when the Italians' team manager for the Maranello firm declared the Ferrari contract for the Argentine "temporada" did not include today's race.

Winner of the race was the popular little Frenchman, Maurice Trintignant, who averaged 76.1 mph in Rob Walker's Cooper-Climax. His time was 1h53m50.9s for the 75 laps.

**Gurney Second**

Dan Gurney, of Riverside, Calif who drove for Ferrari last year in his first European campaign, was second in a BRM. His time was 1h54m38.5s.

Gino Munaron of Italy was third in a Maserati, and Ettore Chimeri, an Italian from Venezuela, was fourth, also in a Maserati. Joakim Bonnier of Sweden, considered the No. 1 BRM pilot, was fifth.


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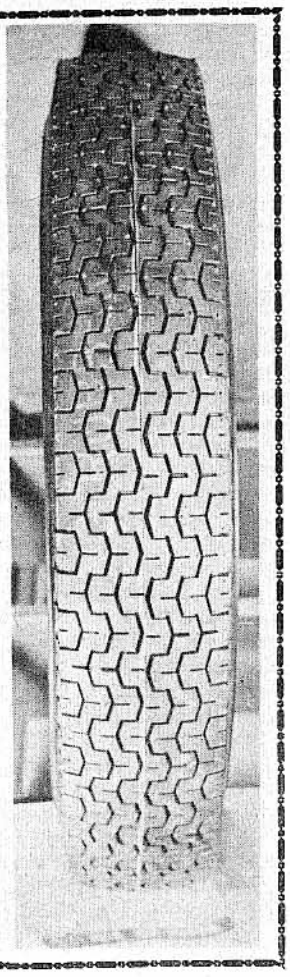
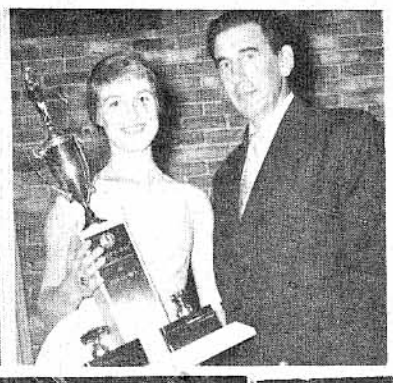


# '59 MOTORACING AWARDS



Following are identifications for above photos of recipients of MOTORACING's 1959 sports car racing and rallying awards at Grand Prix Restaurant (left to right in each instance, with trophy sponsors listed in caps):

**TOP ROW** — Marion Weber, MG MITTEN; Dick Morgensen (Ferrari), Driver of the Year; Betty Shutes (Porsche); Best Woman Driver; Mary Davis, GRAND PRIX RESTAURANT. . . Arleo Gurney receiving Outstanding Performance trophy for husband Dan, who was racing in Argentina; Jim Alexander, Valley Times sports car writer, representing RAINIER ALE. . . Geri Fleming of MOTORACING and Sunnie Baker, winner of MOTORACING's Sportsmanship Award. . .Sunnie Baker, JAY's SPORTS CAR ACCESSORIES; Art Snyder, Most Popular Driver, and his wife, Myrtle.

**2ND ROW**—Jerrie Sparks, George Holland, AMERICAN INTL. RALLY; Juanita De Loof, Natl. SCCA rally (driver) champion; Duane Sparks (kneeling), MOTORACING rally columnist. The Sparks' received the HAL MOODY TIRE SERVICE trophy for their son, Ted, and Les Scott, American Intl. Rally winners. . . D. D. Michelmore, Most Improved Porsche Driver, and Jack McAfee, JACK McAFEE MOTORS . . . Dick Morgensen and Henry N. Manney III of MOTORACING, representing Carl Gardner of GARDNER-REYNOLDS, INC., for Best Driver Using Gardner-Reynolds Racing Retreads. . . Bob Bondurant, No. 1 Corvette Driver, with HARRY MANN CHEVROLET Award. . . MOTORACING awards to staff in appreciation. . . Eric Hauser, who compiled point standings;W. R. C. Shedenhelm and Duane Sparks, columnists.

**3RD ROW** — Mod. over-2000cc: Tommy McLoughlin, ENGLEBERT TIRES, and Dick Morgensen. . . E Mod; Harold Broughton for Gordie Glyer, 2nd; Dusty Brandel for Sam Weiss, 1st; Jaime Kauffman for Jay Chamberlain, 3rd. COMPETITION MOTORS. . . F Mod: Ken Miles, 1st; D. D. Michelmore, MICHELMORE MOTORS; Bob Drake, 2nd; (Eldon Beagle, 3rd, absent). . . G Mod: Art Snyder, 1st; Frank Monise, 2nd; Jaime Kauffman for JAY CHAMBERLAIN AUTOMOTIVE; (Jim Lowe, 3rd, absent).

**4TH ROW**—H Mod: Dr. Wm. Molle, 2nd; Jim Parkinson, 3rd; Bill Dredge, Auto Editor of LA Times, for "LEFTY" JENKINS TIRES; Harry Jones, 1st. . . B Prod: Charles Wheeler, VALVOLINE MOTOR OIL; Bob Bondurant, 1st; Vince Mayell, 2nd; (Hugh Harn, 3rd, absent) . . . C Prod: Hap Richardson, 2nd; Geri Fleming; Dean Mears, 1st; (Peter Culkin, 3rd, absent). Sponsor: anonymous. . . D Prod: Jack Breskovich, 1st; Jimmy Moore, 2nd; Jim Parkinson, BURBANK SPORTS CAR CENTER; (Bob Windhorst, 3rd, absent) . . . E Prod: R. W. Kastner, 1st; Gary Beitel, 3rd; (Ron O'Dell, 2nd, absent). NICK PASTOR.

**5TH ROW**—F Prod: Arleo Gurney; Frank Aldhous, 1st; (Ron Hathaway, 2nd, & Ted Conrad, 3rd, absent). HOFFMAN MOTORS CORP. . . G Prod: Jim Fouch, 3rd; Arleo Gurney; John English, 1st; Dick Hayward, 2nd. HOFFMAN MOTORS CORP. . . H&I Prod: Paul Cunningham, 2nd; Dan Parkinson, 1st; Rene Pellandini, WORLDWIDE IMPORT, INC.; (Willie West, 3rd, absent). . . Women over 1600cc: Bill Connors, CASTROL OILS, INC.; Joan Galloway, 3rd; (Barbara Windhorst, 1st, & Mary McGee, 2nd, absent). . . Women under-1600cc: Sunnie Baker, 2nd; Al Sherwin, AL SHERWIN TROPHIES; Betty Shutes, 1st; (Marion Lowe, 3rd, absent).

**6TH ROW**—Best Austin-Healey Driver: Norman Gwinn, president CORVETTE CLUB OF PASADENA; Jack Breskovich, 1st; Chad Ohanian, past president, Corvette Club of Pasadena. . . "Fastest" Woman of the Year: W. R. C. Shedenhelm of MOTORACING; Ginny Sims, 163.3mph at Riverside Raceway, July, 1959, Corvette. . . Best MG TC Driver: Dusty Brandel presented award to Steve Dredge. HARRY MORROW AUTOBOOKS. . . Eric Hauser, for MOTORACING, presents award to Frank (Motor Classics) Alten, receiving it for Rudy Cleye, instrumental in building of Riverside Raceway . . . Hal Daunis, new LA SCCA president; Starter Al (Pepsodent) Torres, for outstanding contribution to road racing (from LA SCCA); Lindley Bothwell, past LA SCCA president. . . (Another award, a handsome electric clock, was presented to Gus V. Vignolle, editor and publisher of MOTORACING, by staff members).

# Rally Sparks

BY DUANE SPARKS

Since we published the rally calendar for 1960 a couple of issues back we have received the championship schedule as announced by the Northern California Sports Car Council. Their dates are as follows:

April 2-3—Tri-Angles SCC .....Boondocks
May 7-8—San Francisco SCC ....Alpine
June 25-26—Sacramento SCC ....Big Ben
Sept. 11—Checkmates, Ltd. ....Sept. Morn
Oct. 2—Porsche Owners Club ..Stuttgart Safari
Oct. 22-23—Fresno SCC ....Night Watch
Nov.13—Morgan Plus 4 .....Buccaneer
Dec. 4—Twin Valley .....Noel

And then just the other day Jack Deno of the live-wire Spoane SCC sent along a copy of the new rally code governing the International Conference of Northwest Sports Car Clubs which boasts a membership of 19 clubs in the Washington, Oregon, Idaho and British Columbia area. Their organization is a little different from the one we have here in that a separate division known as the Northwest Rally Council has been organized comprised of one representative from each member club. This council within a council then has developed a rally code using many of the provisions of our own and has set up a calendar of championship dates for 1960, as follows:

April 23-24-Cascade SCC Portland, Ore.
July 10-11 Kokanee SCC ....Trail, B.C.
Aug. 6-7-Okanagan Auto Sport Club .... Penticton, B.C.
Aug. 27-28-Sand & Sage SCC....Richland, Washington
Oct. 22-23-SCC of Spokane ....Spokane, Washington.

All of their championship events start on Saturday afternoon with an overnight stop for "social amenities" finishing with another half day event on Sunday, thus deriving the greatest possible social and competitive benefits from each week-end.

★ ★

As a direct result of the speeds imposed upon the contestants on the MARK II the February meeting of the SCCSCC saw an amendment to the rally code adopted, effective immediately. No championship rally speeds shall exceed a figure within 5 MPH of the maximum legal speed limit in the state traversed by the course. In other words from now on 60 is the top speed in California regardless of road conditions.

As one of the few delegates present voting against this midstream change in the code (in direct contradiction to Council action of only a few months previously when it was voted that the same rules and regulations would apply to all championship events during a calendar year, with any changes to become effective on the Jan. 1 following date of adoption), I'd like to explain more fully my reasons for this opposition. While there may be some element of sour grapes because of my position as rallymaster for the MARK II, I

(Continued on Page 7)

# RALLY CALENDAR, RESULTS

FEBRUARY

28- - - SANTA MONICA PCCA RALLYE GO ROUND, 4 hr. nav. Hody's Ventura & Sepulveda 8:30 A.M. $2.00 Call ST 2-9737, Jim Kingham.

28- - - AUSTIN HEALEY OWNERS CLUB ROAMIN' HOLIDAY 3 hr. nav. Coffee Dan's, San Bern. Freeway & Calif. West Covina 9 A.M. LA 1-3417

28- - - SAN GABRIEL PCCA THEY SAID IT COULDN'T BE DONE 4 1/2 hr. nav. Valley & Almansor 9 A.M. AT 2-3623

28- - - CALIF IMPORTED CAR CLUB NONAME RALLY 2 hr. unknown average speed South end of Rose Bowl 10:00 A.M. $1.75 ED 3-2954

28- - - SANTA ANITA PCCA SCOTCHMAN'S DELIGHT VI 125 mile economy run Sierra Madre Villa & Foothill Blvd. Pasadena 8 A.M. $2.00 Bill Hutton SY 4-5161

MARCH

6- - - SOUTH BAY PCCA SCCSCC CHAMPIONSHIP SLALOM AUTOCROSS I 47Th & Alameda 8 A.M. to 4 P.M. $3.00 .72 mile course Gerald Willburn OS 6-0062

13- - - SAN FRANCISCO SPORTS CAR CLUB SKYLAND TOUR 4 hr. nav. Hillsdale Shopping Center, Mountain View, Calif. 10 A.M. $2.00 Bunny Gallant PL58760

20- - - PACIFIC SPORTS CAR CLUB RALLYE DE WHEELE BOUNCE VII SCCSCC Championship Event for March Flagg's By the Sea 15145 Pacific Coast Hwy. Santa Monica 7 A.M. 9 hrs. nav. $6.00 Muriel Scholl FR 4-8302

25-27 - HARBOR SPORTS CAR CLUB REUNION LAS VEGAS RALLY IV SCCSCC OPEN EVENT 8 hr. nav. Coffee Dan's W. Covina 9:30 P.M. Fri. nite. finish at Stardust Hotel in Las Vegas $29.50 incl lodging, fee breakfast, Betty Rose HI 79710

26-27 - SPORTS CAR CLUB OF AMERICA NATIONAL CHAMPIONSHIP RALLY TEXAS RALLY

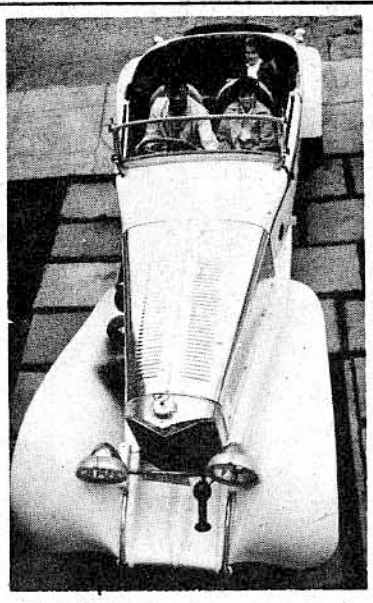
VARIOUS RALLY RESULTS

SPOKANE SCC MT SPOKANE RALLY JAN. 24, 1960 DWIGHT GOFFINET R. M. 19 CARS

| POS. | DRIVER/NAVIGATOR | CAR | ERROR |
|---|---|---|---|
| 1. | Deno/Teasdale | Austin Healey 100 | 168 |
| 2. | Roney/Metz | M G TC | 176 |
| 3. | Sprague/Sprague | Austin Healey 100 | 241 |
| 4. | Ernst/Taylor | Austin Healey 100 | 275 |
| 5. | Winegard/Winegard | Volvo | 339 |

DOUGLAS SCC RALLY DE ORBIT FEB 7, 1960 J. D. POPE R. M. 51 CARS

| POS. | DRIVER | NAVIGATOR | CLUB | CAR | ERROR |
|---|---|---|---|---|---|
| 1. | Jim Cowie | Howard Frank | LSCC | Porsche | .41 |
| 2. | Harry Schuck | Erlene Schuck | Rallynauts | TR 3 | .45 |
| 3. | Elizabeth Kacy | Bill Keife | Corv. Pasa. | Corvette | .84 |



IF YOU'RE looking for a classic sports car, you have to look no farther than Peru, where this 1928 Mercedes-Benz 38/250 SS is on the block. Running very well now and used daily, it was brought to the attention of Writer Griff Borgeson by its owner, Joseph C. Roberts, who can be contacted at Wm. Ross Cabeen & Associates, Calle Cueva 224, Lima Peru (that's South America).

# DRAKE WINS IN 2.8 MASER

(Continued from Page 1)

cedes-Corvette and Bill was forced to retire from the 20-lapper on the 12th lap.

Krause, however, outdistanced Drake down the long straightaways before excessive tire wear slowed him down on the 4th lap, enabling Bob to whizz past in the smaller and more maneuverable car.

**Other Battles**

During the Krause - Drake duel, numerous battles were being waged further back in the pack. The most spectacular was between Jim Connors, Lister - Corvette; Chuck Cornett, Ferrari TR; John Timanus, Lotus (supercharged), and Cal Club's new president, D. D. Michelmore, Porsche RS.

The battle lasted until the 13th lap, when Connors pitted with no brakes, after doing a wild 360-degree spin on turn 9, and Timanus pulled in with an ailing engine. This cleared the way for Cornett and Michelmore to take 3rd and 4th, respectively.

Drake's average speed over the 9-turn circuit was 87mph.

Spectators witnessed a wild and hairy race when the small-bore modifieds took to the track, together with the formula cars. And, until the checkered flag fell, it was anybody's guess as to who would cross the finish line first.

Lotus chauffeurs Art Snyder and Jim Pigott staged a two-man show for the entire 15 laps. The lead often changed hands three to four times a lap, but not until Drake, driving a formula III, ran out of WATER.

Snyder, driving hard into turn 1, realized he was going in too deep, braked suddenly, sending a cloud of blue smoke bellowing up from his tires, as he hit the desert sand on the next to last lap. The time it took Snyder to re-enter the course was the time advantage Pigott needed to bring home a checkered flag.

**Spencer Winner**

The small - medium bore production consolation event was in Lew Spencer's capable hands from start to finish, as he pushed Rene Pellandini's AC Bristol through its paces for 10 laps, to average 78.6 mph — 29 seconds ahead of Jay Hills, driving a Porsche GT Carrera; and 54 seconds ahead of Bob Greenland, Porsche 1600.

Tire trouble caused pre-race favorite Bob Bondurant to retire his Corvette early in the big bore production contest, after pulling away from his competitors at turn 1 on the first lap.

But the fans weren't disheartened as Dave McDonald and Buford Lane, both driving Corvettes, nearly blew out into the sand. Several times it looked as if the small (6 cars) starting field was going to be reduced even further as McDonald and Lane were on and off the course nearly every other lap.

McDonald won; then came Lane. Hap Richardson, Jag XK-120, was third.

Paul Cunningham, Austin-Healey Sprite, won the small car production race after a long hard struggle with David Grossman, also driving a Sprite. John Vicario, DB Panhard, was third.

Jim Parkinson, who's normally among the finishers in the small and/or medium bore production classes, was put out of commission Saturday druing the modified under-1500cc 8-lap preliminary. Jim's Fiat Abarth double-overhead cam car rolled four times, leaving Jim with two skinned knees and a few stiff joints.

# WILLOW SPRINGS CHARTS

**CSCC WILLOW SPRINGS ROAD RACES**
**Course — 2.5 Miles, 9 Turns**
**Motorcycles, Time 28:23, Laps 15, Ave. 79.3, Miles 37.5**

| POS | BEHIND | DRIVER | CAR | CLASS | POS |
|---|---|---|---|---|---|
| 1 | | Vesco, Morton | | 1 | A |
| 2 | 2 | Parriot, Triumph | | 2 | A |
| 3 | 75 | Lewis, Matchless | | 3 | A |
| 4 | 90 | Stewart, Royal Enfld | | 4 | A |
| 5 | 1L3 | Wise, Yamaha | | 1 | B |
| 6 | 4 | McLaughlin, Parilla | | 1 | C |
| 7 | 36 | McMurren, NSU | | 2 | B |
| 8 | 78 | Villa, Norton | | 5 | A |
| 9 | 87 | Dickerson, Vincent | | 6 | A |
| 10 | 93 | Bakker, Puch | | 3 | B |
| 11 | 97 | Scurria, Ducati | | 2 | C |
| 12 | 126 | Nall, BMW | | 7 | A |
| 13 | 2L39 | Coughlin, BSA | | 8 | A |
| 14 | 101 | Buising, Yamaha | | 4 | B |
| 15 | 132 | Barker, Ducati | | 1 | D |
| 16 | 133 | Lien,, Yamaha | | 2 | D |
| 17 | 3L1 | Grossman, Ducati | | 3 | D |
| 18 | 41 | Weil, Rumi | | 4 | D |
| 19 | 53 | Neeley, Parilla | | 3 | C |
| 20 | 5L95 | Rayborn, MV | | 4 | C |

DNF: Rayborn, McCoy, Wagner, Clark S., Tompkins, Cooley.

A — 350cc and up, B-250cc, C-175cc D-100-125cc.

**G, H, & I Not Qualified for Race 13**
**Time 25:50 Laps 12, Ave. 69.7 Miles 30**

| | | | | | |
|---|---|---|---|---|---|
| 1 | | Cunningham, A/H Sprite | | 1 | H |
| 2 | 1 | Grossman, A/H Sprite | | 2 | H |
| 3 | 9 | Vicaria, DB Panhard Cp | | 3 | H |
| 4 | 51 | Young, A/H Sprite | | 4 | H |
| 5 | 54 | Boyle, A/H Sprite | | 4 | H |
| 6 | 55 | Rawlinson, A/H Sprite | | 6 | H |
| 7 | 112 | Coffman, MG TD | | 1 | G |
| 8 | 113 | Block, Ren Dauphine | | 7 | H |
| 9 | 114 | Vote, A/H Sprite | | 8 | H |
| 10 | 5L185 | Honeter, MG TF | | 2 | G |

DNF: Parkinson, D.; McCosh, Cutler, Thompson, J., Atencio, A.

**D, E, & F. Not Qualified for Race 13**
**Time 24:25, Laps 12, Ave., 73.8 Miles 30**

| | | | | | |
|---|---|---|---|---|---|
| 1 | | Gates, Porsche 1600 Spd | | 1 | F |
| 2 | 1 | Kastner, TR 3 | | 1 | E |
| 3 | 23 | Milana, Alfa Romeo Spd. | | 2 | F |
| 4 | 34 | Holle, MGA | | 3 | F |
| 5 | 48 | McManus, Morgan TR 3 | | 2 | E |
| 6 | 49 | Sauer, MGA | | 4 | F |
| 7 | 74 | Allen, TR 3 | | 3 | E |
| 8 | 82 | Van, Porsche Su 1600 | | 4 | E |
| 9 | 92 | Knorr, MGA | | 5 | F |
| 10 | 129 | Tradup, TR 3 | | 5 | E |
| 11 | 2L22 | Middaugh, MGA | | 6 | F |
| 12 | 3L77 | Copeland, A. Healey 100 | | 6 | E |
| 13 | 4L127 | Wardell, A. Healey 100 | | 7 | E |

DNF: Boughton, Size, Sharman, Swanson.

**1st 6 cars from Races 3, 4, & 5 and 1st 6 "D" cars**
**Time 22:57, Laps 12, Ave., 78.6, Miles 30**

| | | | | | |
|---|---|---|---|---|---|
| 1 | | Spencer, A C Bristol | | 1 | D |
| 2 | 29 | Hills, Porsche GT Carr | | 2 | D |
| 3 | 54 | Greenland, Porsche 1600 | | 1 | F |
| 4 | 63 | Barker, Porsche 1600 | | 2 | F |
| 5 | 71 | Patrick, Porsche 1600 Sup | | 1 | E |
| 6 | 81 | Weaver, A, Healey 100S | | 3 | D |
| 7 | 91 | Parkinson, MGA DOHC | | 2 | E |
| 8 | 110 | Babcock, Elva MGA Cour | | 3 | F |
| 9 | 111 | Tillotson, Alfa Romeo Spd. | | 4 | F |
| 10 | 120 | Breskovich, A Healey 3000 | | 4 | D |
| 11 | 1L1 | Atsat, Elva MG Cour | | 5 | F |
| 12 | 4 | Cole, TR 3 | | 3 | E |
| 13 | 25 | Augustus, Alfa Romeo Gl | | 1 | G |
| 14 | 45 | Freeman, Porsche Carr | | 4 | E |
| 15 | 46 | Fouch, Alfa Romeo Gl | | 2 | G |
| 16 | 82 | Kunkle, A C Bristol | | 5 | D |
| 17 | 90 | Stephenson, Fiat Abarth | | 1 | I |
| 18 | 92 | Aldhous, Fiat Abarth Zag | | 1 | H |
| 19 | 2L33 | Safstrom, MG TD | | 3 | G |
| 20 | 60 | O'Dell, Porsche Carr | | 5 | E |

DNF: Young, Neal, Windhorst.

**Production B & C**
**Time 22:57, Laps 12, Ave., 78.6, Miles 30**

| | | | | | |
|---|---|---|---|---|---|
| 1 | | McDonald, Corvette | | 1 | B |
| 2 | 2 | Lane, Corvette | | 2 | B |
| 3 | 41 | Richardson, Jag XK 120 | | 1 | C |
| 4 | 42 | Yonemoto, Mercedes 300SL | | 2 | C |
| 5 | 1L7 | Burbridge, Corvette | | 3 | B |

DNF: Bondurant.

**Mod. Under 1100 & Formula Cars**
**Time 28:00, Laps 15, Ave., 80.4, Miles 37.5**

| | | | | | |
|---|---|---|---|---|---|
| 1 | | Piggot, Lotus Climax | | 1 | G |
| 2 | 16 | Snyder, Lotus Climax | | 2 | G |
| 3 | 95 | Hand, MG Form Jr. | | 1 | F J |
| 4 | 1L28 | Molle, DB | | 2 | F J |
| 5 | 57 | Gounis, Fiat Crosley | | 1 | H |
| 6 | 64 | Grubl, Panhard Rdstr. | | 2 | H |
| 7 | 93 | Tholen, Crosley | | 3 | H |
| 8 | 2L10 | Manzke, Crosley Fiat | | 4 | H |
| 9 | 13 | Neumann, Lotus Climax | | 3 | G |
| 10 | 74 | Sparks, Miller Crosley | | 5 | H |
| 11 | 100 | Starbuck, Moretti | | 6 | H |
| 12 | 3L54 | Bailey, Jap. Sp. | | 1 | F 3 |
| 13 | 74 | Snow, Crosley Sp. | | 7 | H |
| 14 | 4L235 | LeGrand, Renault | | 2 | F 3 |
| 15 | 6L160 | Schlimmer, Norton 88 | | 3 | F 3 |

DNF: Drake, Kolb.

**Women**
**Time 16:11, Laps 8, Ave., 74.1, Miles 20**

| | | | | |
|---|---|---|---|---|
| 1 | | Liebaert, Ferrari | 1 | E |
| 2 | 43 | Nieland, MGA | 1 | F |
| 3 | 93 | Wilson, A C Bristol | 1 | D |
| 4 | 95 | Murphy, MG TD | 2 | F |
| 5 | 1L1 | Reitz, Fiat Abarth | 1 | I |
| 6 | 47 | Richardson, Jaguar XK 120 | 1 | C |
| 7 | 52 | Widgren, Miller Crosley | 1 | H |
| 8 | 80 | Pierce, Porsche 1600 | 3 | F |

DNF: Galloway.

**Modified over 1100cc**
**Time 34:30, Laps 20, Ave., 87.0, Miles 50**

| | | | | |
|---|---|---|---|---|
| 1 | | Drake, 2.8 Maserati | 1 | D |
| 2 | 66 | Miles, Porsche RS Spyd. | 1 | E |
| 3 | 1L1 | Cornett, Ferrari TR | 2 | E |
| 4 | 67 | Michelmore Porsche RS Sp | 1 | F |
| 5 | 119 | Masterson, Chev. SPL. | 1 | C |
| 6 | 2L35 | Taylor, Lotus MGTF MK IX | 2 | F |
| 7 | 3L2 | Holmes, Alfa Conrero | 3 | F |
| 8 | 56 | Watkins, MG TD | 4 | F |
| 9 | 4L54 | Chaffee, #2 Chevrolet | 2 | C |
| 10 | 122 | Reasoner, #1 MGTD | 5 | F |

DNF: Challman, Timanus, Matthews, Connors, Krause.

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# CALENDAR

FEBRUARY
22-28—Havana, Cuba, Speed-week.

MARCH
5-6—LA SCCA races, LA County Fairgrounds, Pomona.
5-6—SF SCCA—Drivers' Club races., Vaca Valley.
5-6—SCCA Red River region (Shreveport, La.) Mansfield races.
5-6—Central Florida—Race, Daytona.
19-20—National SCCA races, West Texas region, Midland, Texas.
26-27—SCCA SF road race and Concours d'Elegance, Stockton, Calif.
26—12 hours of endurance (sports and ground touring), Sebring, Fla.

APRIL
2-3—National SCCA Gulf Coast race, Pensacola. Fla.
2-3—Los Angeles Examiner Grand Prix, Riverside. Calif.
2-3—Central Illinois—Regional race.
2-3—Oklahoma—regional race.
8-9—Alamo—race, Carrera 'del Alamo 11, Hondo.
10—Brussels Grand Prix.
9-10—South Jersey regional race, Vineland.
16-18—Circuit of Marseille (jr.).
15-17—Washington, national race, Marlboro.
16-17—Central Florida, Venice race and drivers' school.
17—Sowega, Concours d'Elegance.
18—Pau Grand Prix (all categories).
19—Goodwood race meeting.
22-23—New England, regional race, Lime Rock.
23-24—Arkansas regional race.
23-24—SF SCCA-RDC races, Cotati Raceway, Cotati, Calif.
25—Syracuse Grand Prix.

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## RALLY SPARKS

(Continued from Page 6)

have tried to be objective in my approach. The principal argument for the adoption of this measure was that it was impossible under most conditions to maintain an average of, say, 64.7 without materially exceeding the absolute speed limit of 65 MPH and thus subjecting all the contestants to exposure as violators of the law.

It is my feeling that the average speed selected is the responsibility of the rallymaster and the sponsoring club and that this matter belongs in that huge category of items where judgment is called for and the particular conditions must be considered. Under the provisions of our current Vehicle Code, it is just as much a violation and just as impossible to maintan a speed of 34.7 in a 34 MPH zone without exceeding the posted limit, but the difficulties and absurdities of legislating against the use of such a speed are obvious.

**A Safe Event**

Since the MARK II was the first championship to take advantage of the opportunity to use the higher legal speeds, and since it happened to use an area where the highest legal speeds were called for (many miles without an intersection or stop sign) it naturally called attention to this new element, but the higher speeds certainly did not detract from the safety of the event or add materially to the problems of the contestants who as a group rather took the rally apart — there were 25 cars finishing with less than 5 minutes error for 9 legs and 420 miles in 9½ hours and another 17 cars with less than 10 minutes.

Incidentally we understand that early rating cards received by the SCCSCC rally committee are quite favorable, indicating that you liked the event, for which we are very grateful. And now on to the DON DIEGO X this week-end. We'll have the results of that one with the new State championship and SCCSCC standings next issue.

# National SCCA Meeting

(Continued from Page 1)

Francisco region, which for nearly three years has been at odds with the national Westport Pharaohs and on various occasions has threatened (unofficially) to bolt the parent group and set up its own independent sports car racing group.

The board of governors, represeting 11 areas, reaffirmed its policy to the effect that all SCCA regions must follow national rules, regulations and policy. In effect, it told SF to keep in line.

(At San Francisco, Cloyd Gray regional exec, announced that region and national SCCA had "reconciled their differences in approach to the conduct of races." SF competition rules were found supplementary to national regulations, rather than contradictory to them.)

New board of governors appointed John Bishop, current secretary of the contest board, as competition director.

It also approved a performance classification system for 1960 as follows:

Class B—Ferrari California and Berynetta; Corvette, Aston Martin DB4.
Class C—M-B 300SL Coupe and Roadster; Jaguar XK150, 150S (3.8); Aston Martin DB2-4; Ferrari 250GT Coupe and Cabriolet; Porsche 1500GS-GT Carrera.
Class D—Jaguar XK 120, 140, 150, 150S (3.4); Austin Healey 3000; BMW 507; Morgan Plus Four; Porsche 1600 Super 99; Arnolt Bristol; AC Bristol Aceca Bristol; Frazer-Nash.
Class E—TR 2, TR 3; Austin Healey BN1, BN2, BN4, BN6; MGA (dohc); Porsche 1500S, 1600S; Alfa Romeo Veloce; Alfa Romeo 2000; Lotus Elite; Turner-Climax; AC Ace and Aceca; Daimler Sports 250; Lancia Aurelia GT and Spyder; FIAT 1500.
Class F—MGA (1500 and 1600); FIAT-Abarth 750 Record Monza (dohc); Porsche 1300, 1300S, 1500N, 1600N; Denzel 1300S; Turner 950 Sports (through Stage II); Austin Healey Sprite (with factory options); Berkeley B95, B105; Fairthorpe Electron; Elva Courier (1500, 1600); DB HBR5 850, HBR 850, HBR 750, SIATA 208S, M-B 190SL.
Class G—Alfa Romeo Giulietta; Sunbeam Alpine; FIAT-Abarth 850S; Renault Alpine; MG TC, TD, TF 1250, TF 1500; Berkeley 492 cc; Fairthorpe Electron Minor; FIAT 1200; Lotus Mark 7A.
Class H—FIAT-Abarth 750 (pushrod); Lancia Appia GT; Berkeley 328cc; NSU Sport Prinz; Auto Union 1000 SP.

The board of governors was announced as:

Area 1: George B. Weaver, Boston; Arthur A. Wheeler, Dobbs Ferry, N.Y.
Area 2: Richard N. Hopkins, Arlington, Va.
Area 3: John C. Rueter, Savannah, Ga.
Area 4: Charles H. Dietrich, Jr., Sandusky, Ohio; Charles W. Rickert, Indianapolis, Ind.
Area 5: Philip B. Stewart, II, Chicago.
Area 6: Jack B. Hinkle, Wichita, Kansas.
Area 7: Dr. Val D. Scroggie, Fort Worth.
Area 8: Wm. Martinez, Denver.
Area 9: A. Tracy Bird, III, Tucson, Arizona.
Area 10: James Lowe, Santa Cruz, Calif.
Area 11: W. F. Milliken, Williamsville, N. Y.

The executive committee: Bird, chairman; Hinkle, vice chairman; Rueter, secretary; Wheeler, treasurer; Hopkins, asst. treasure; (not member of executive committee).

Awards:
Woolf Barnato Trophy (awarded to member making outstanding contribution to SCCA, not necessarily in any given year.) — Jim Kimberly, Chicago region.
Kimberly Cup (awarded to driver showing most improvement during the year.) — George Constantine, New England region.
Regional Achievement Award — Washington region.
Most Improved Racing Region — Pan American region.
Most Improved Region — Kansas City region.
Best Photo in SPORTS CAR — Dave Gulick, So. Ill. region (for the cover shot in the May issue).
Best Technical Article — Dr. George Snively and Dr. Clinton Chichester, San Fracisco region, for "Studies in Head Protection."
Most Improved Region — Kansas City region.
Best Rally Article — Harold Gordon, Washington region, for "Stout Field — Little Sebring."
Best Regional Publication — St. Louis region for their publication WHEEL-SPIN.

Committees:

Rally—Arthur J. Gervais, chairman, N. Y. C. N. Y.; Gene Hammond, San Anselmo, Colif.; R. Gamble Mann, Alexandria, Va.; Hendrix Ten Eyck, Fayetteville, N. Y.; Harry Beronius, Jr., Detroit; Lawrence T. Reid, Allston, Mass.; Charles S. Sink, Englewood, Colo.

Contest Board — John W. Holmes, car classification; E. D. Martin, chm; Charles W. Rickert, competition license; Col Frederick L. Moore, competition events; Edward J. Walsh, Jr., competition rules.

The date of June 18-19 was approved for a national race at Elkhart for the Chicago region.

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## In the News

(Continued from Page 1)

er-Climax, won. Results ran here in the last issue. . . .

Andy Porterfield, No. 1 Coast Corvette pilot in 1958, was sentenced to one year in LA County jail and five years probation after conviction on two counts of stealing autos and one count of grand theft. Andy's attorney will appeal.

Art Peck and Walter Cronkite will be at the mike (CBS) for the Sebring enduro March 26.

Henry Henkel shows the new Hillman Feb. 24 at 9830 W. Pico Blvd. . . . KBIG radio again carries broadcast of the Indy 500 on Memorial Day. . .

The Economy Run (by an oil company) goes to Minneapolis this year - April 2.

**JIM PARKINSON** — The Burbank driver and dealer has been named pilot of the new Austin-Healey 3000 at Sebring in March. It will be Parkinson's first ride in a Healey since he took a number of top awards in 1957 in the 100-S.

**DR. NATHAN OSTICH** — This L. A. physician will attempt to drive the world's first jet-propelled race car to a new world land speed record this August at the Bonneville (Utah) Salt Flats. The existing record of 394.2 miles an hour was established in 1947 by England's John Cobb..

**Jim Parkinson,** driving a Fiat Abarth, scored the fastest time of the day in the Corvette Club of Pasadena's "Slalom de la Roses." Jim ran the pylon-marked obstacle course in 1:43.3!

Fastest Corvette time was posted by Bob Bondurant, driving Slalom Master Bob Hoffman's Corvette — 1:51.2.

**"Lefty" Jenkins,** the South Gate tire man and civic leader, last week received a diploma for a course in business management following a seminar at USC. It was sponsored by the Natl. Tire Dealers & Retreaders Assn. in conjunction with the School of Business at USC. . . It looks as though Macmillan Petroleum Corp. may soon be in the sports car picture. **Bob Dunn,** Macmillan executive, is finding mounting interest and business potential in the sportster field. . . **Ray Crawford,** back from Mexico, reports the big projected pro road race on the outskirts of Mexico City, will not be held in March as it was hoped. A date in April or May seems more probable. . . **Bill Fremont** of Argentina, friend of the immortal **Juan Manuel Fangio,** has taken over the Matador Restaurant on West Pico, where the Paella a la Valenciana is a repast out of this world. . . When **Dick Hayward** was selected Cal Club driver of the Year (180 competition points), he turned over his trophy to his mechanic, **Jim Graves,** in appreciation. . .

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